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## REMARKS:

Claims 1 and 4 have been rejected under 35 U.S.C. §103(a) as being unpatentable over Rutzel in view of Tsai. Claims 1-3 have been rejected under 35 U.S.C. §103(a) as being unpatentable over Kohler in view of Eubanks. Claim 4 has been rejected under 35 U.S.C. §103(a) as being unpatentable over Kohler and Eubanks as applied to claim 1 above, and further in view of Jones. Claims 7-9 have been rejected under 35 U.S.C. §103(a) as being unpatentable over Kohler and Eubanks as applied to claim 1 above, and further in view of Johnson.

Claims 5 and 6 have been objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

Applicant has now modified claim 1 in an effort to distinguish it over the prior patents. Applicant's device as now claimed has independently steerable front and rear wheels. The front wheels are steered by turning the steering column whereas the rear wheels are turned by use of the pivotable handle and cable arrangement. By squeezing the handle the rear wheels are brought into straight alignment with the platform. This "steering" of the rear wheels is independent from and does not affect the front wheel movement.

In addition, the rear wheels can be turned by the rider shifting his weight as he stands on the platform. See page 8, lines 6-9 of the specification.

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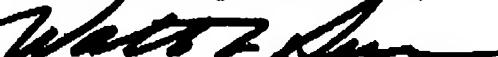
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None of the references teach the steering method of applicant as his wheels are independently turned as claimed in applicant's claim 1. Quite differently, the wheels of Rutzell are controlled simultaneously by the steering column. As seen in Figure 3 of Rutzell, the steering column turns both the front and rear wheels. The same is true in Kohler and Eubanks. By turning the front wheels the rear wheels are turned simultaneously. Thus in Rutzell, Kohler and Eubanks when the front wheels are turned the rear wheels also turn. This is different from applicant's device in which the front and rear wheels are independently steerable. In the Jones and Tsai devices only one front and one rear wheel are provided. The rear wheel in both of these patents is not steerable. Rather, it is fixed and does not turn (steer). Applicant's rear wheel is not fixed, instead it is steerable.

Based on the modifications to claims 1 and 2, applicant believes that all remaining claims as now presented are in condition for allowance over the prior art patents of Rutzell, Tsai, Kohler, Eubanks, Jones and Johnson whether such art is considered severally under §102 or in combination under §103. Claim allowance is therefore earnestly solicited at the Examiner's earliest convenience.

Respectfully submitted,

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I hereby certify that this correspondence is being facsimile transmitted to the Director of the United States Patent and Trademark Office, Mail Stop Amendment, Group Art Unit 3618, Attention: Examiner Bridget D. Avery (12 pages including cover letter) to Fax No. (571)273-8300 on this 05<sup>th</sup> day of September, 2006.

  
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